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STANDARD OPERATING PROCEDURE
NUMBER 50-3060-3

15 July 1966

25X1A2g

FUEL REQUIREMENTS FOR LANDING

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1. PURPOSE: To establish landing fuel requirements for aircraft landings.

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2. SCOPE: This procedure is applicable to all pilots flying aircraft at this station.

3. PROCEDURES:

a. Definitions:

(1) Normal landing fuel - that amount of usable fuel on board the aircraft at entry into traffic pattern and landing.

(2) Minimum fuel - that amount of usable fuel on board the aircraft considered necessary at entry into the traffic pattern, execute one missed approach, if necessary, followed by landing.

(3) Emergency fuel - that amount of fuel on board the aircraft considered necessary at entry into the traffic pattern, execute one missed approach, if necessary, followed by landing prior to reaching dry tanks.

b. Fuel Minimums:

(1) Normal landing fuel - 5000 pounds total usable fuel.

(2) Minimum fuel - 4000 pounds total usable fuel.

(3) Emergency fuel - 3000 pounds total usable fuel.

c. Actions:

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(1) All pilots will:

(a) Plan flight in order to arrive at initial pattern entry for full stop landing with normal landing fuel available.

(b) Declare "Minimum Fuel" or "Emergency Fuel" as appropriate whenever it becomes obvious that the aircraft cannot be landed before reaching specified fuel minimums.

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(2) Control Tower Personnel will:

(a) Upon pilot declaration of minimum fuel give that aircraft priority for landing and advise other aircraft of priority. The "Crash Alarm" WILL NOT be activated.

(b) Upon pilot declaration of emergency fuel:

1. Give the aircraft unrestricted clearance to land provided the runway is not blocked. If the runway is blocked clearance for lakebed landing will be given.

2. Clear the pattern of other aircraft so the emergency aircraft has complete access to all runways.

3. Activate the "PRIMARY CRASH ALARM" circuit.

(3) Activities on the "PRIMARY CRASH ALARM" circuit will made normal response to the alarm notification.

(a) When the landing aircraft has successfully completed the landing the fuel emergency will have terminated and all activities will return to their normal duty station without need to go onto the active runway unless requested by the pilot for some specific

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LT COL, USAF

Deputy Commander for Operations

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